

MANCHACA ROAD CORRIDOR MOBILITY PLAN



WINTER 2017

- Gather mobility data, including traffic counts and crash data
- Inform the community about our process
- Collect public input on needs and existing conditions
- First series of public meetings

SPRING 2018

- Analyze public input
- Develop preliminary recommendations for improvements to be included in the Corridor Mobility Plans

SUMMER 2018

- Presentation of preliminary recommendations to the public to obtain feedback
- Second series of public meetings

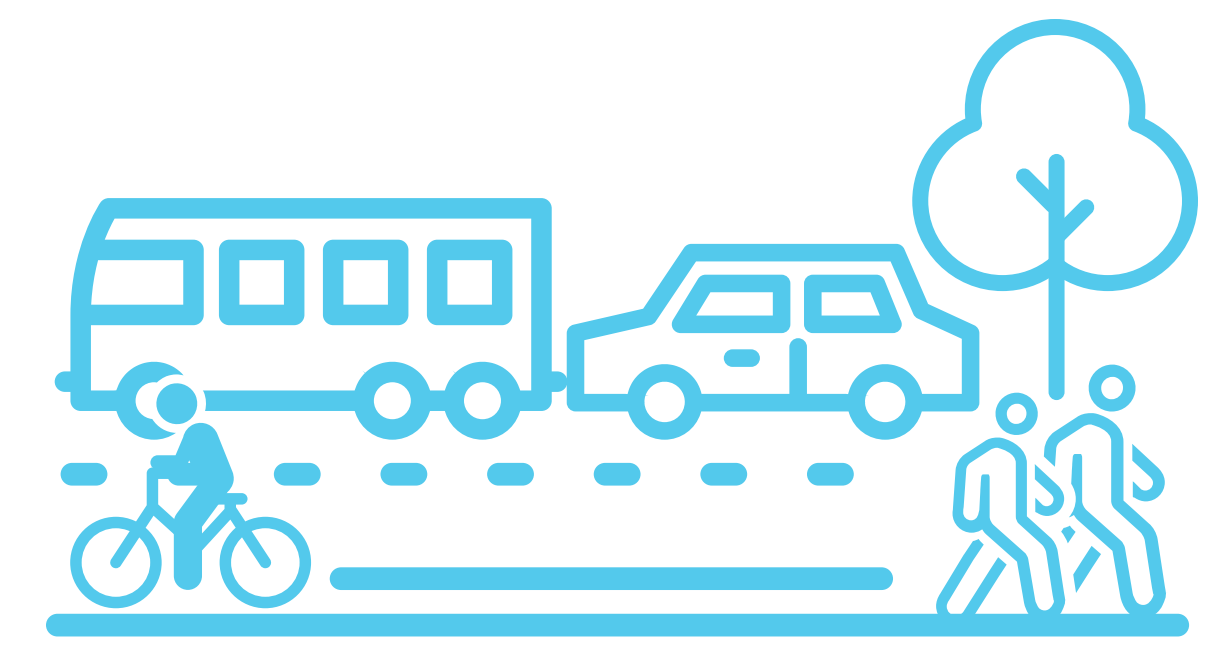
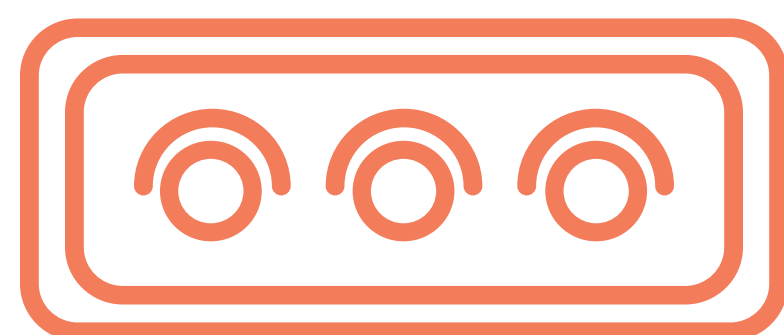
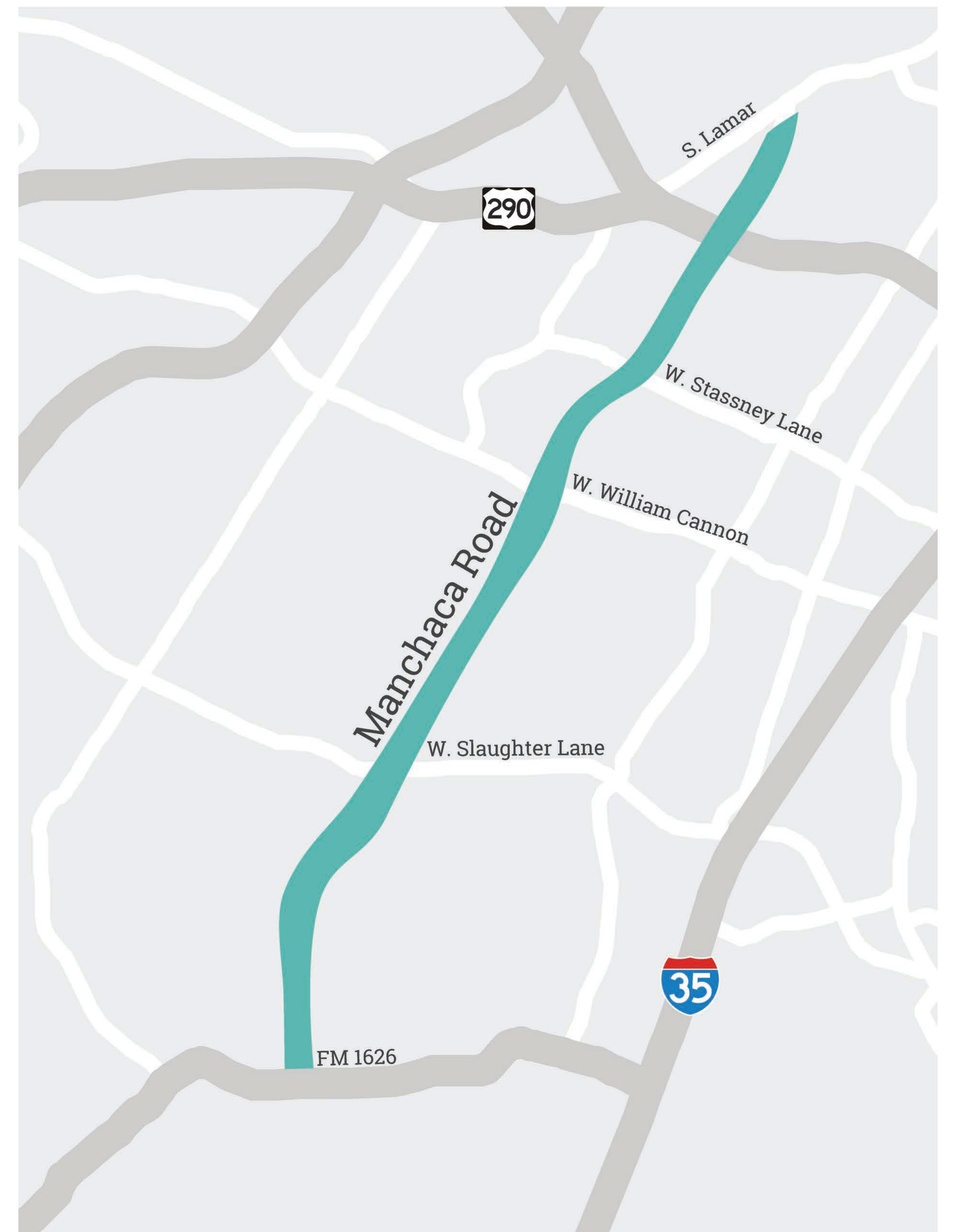
WINTER 2018

- Recommendations for all Corridor Mobility Plans will be internally vetted and finalized
- Recommendations will be shared online and through other stakeholder notifications

In November 2016, Austin voters approved \$720 million for local, corridor, and regional mobility improvements. The largest portion is earmarked for the Corridor Mobility Program.

As part of the Corridor Mobility Program, the City of Austin is working closely with the community to develop a Corridor Mobility Plan - or preliminary engineering report - for Manchaca Road. Corridor Mobility Plans identify recommendations to enhance safety, mobility and connectivity for all users, whether you drive, walk, bike or take transit.

The Manchaca Road Corridor Mobility Plan area boundaries begin at South Lamar Boulevard and continue south to FM 1626.



MANCHACA ROAD CORRIDOR MOBILITY PLAN

Crash Frequency (2014-2016) and Average Daily Traffic

TOP CRASH LOCATIONS

- 97 1. Slaughter Ln
- 57 2. Ben White Blvd
- 47 3. William Cannon Dr
- 37 4. Lamar Blvd
- 19 5. N of Stassney Ln

TOP BICYCLE ACTIVITY

- 48 1. Redd St
- 23 2. Lamar Blvd
- 17 3. Fortview
- 14 4. Jones Rd
- 12 5. Barton Skyway

TOP PEDESTRIAN ACTIVITY

- 161 1. Stassney Ln
- 128 2. Lamar Blvd
- 34 3. Jones Rd
- 31 4. Redd St
- 31 5. Berkeley

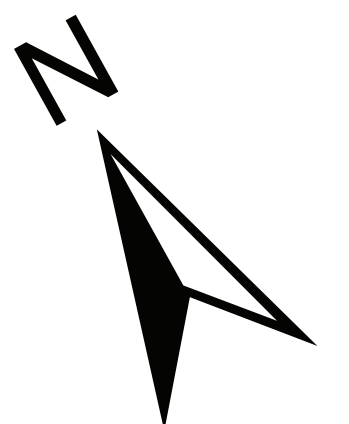
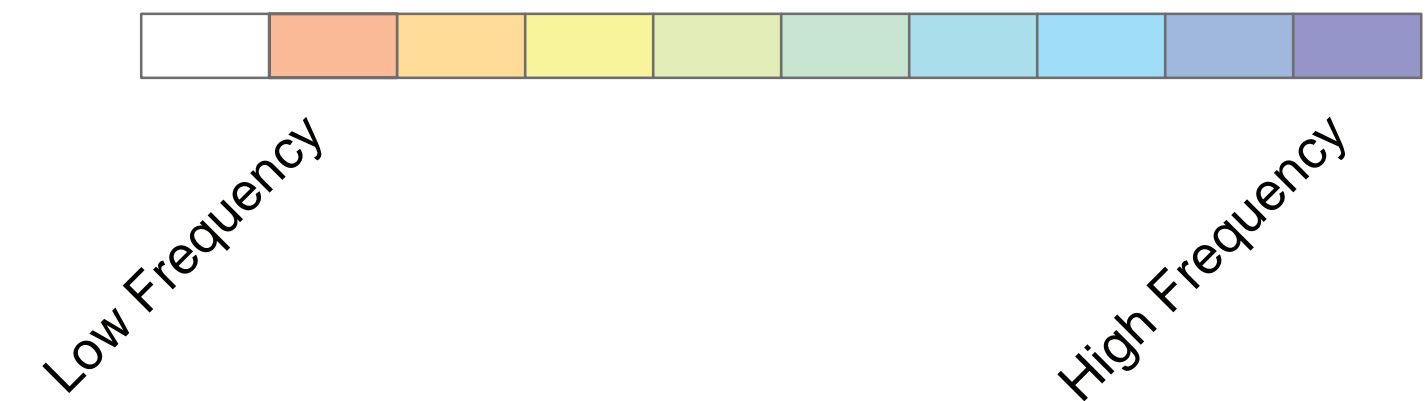
Legend

Manchaca Corridor ADT

- 18810 - 20000
- 20001 - 25000
- 25001 - 30000
- 30001 - 35000

0 1,000 2,000 4,000 Feet

Manchaca Corridor Crashes per Square Feet (2014-2016)



MANCHACA ROAD CORRIDOR MOBILITY PLAN

Community Outreach Elements

Postcard Delivery

Digital and Social Media Outreach

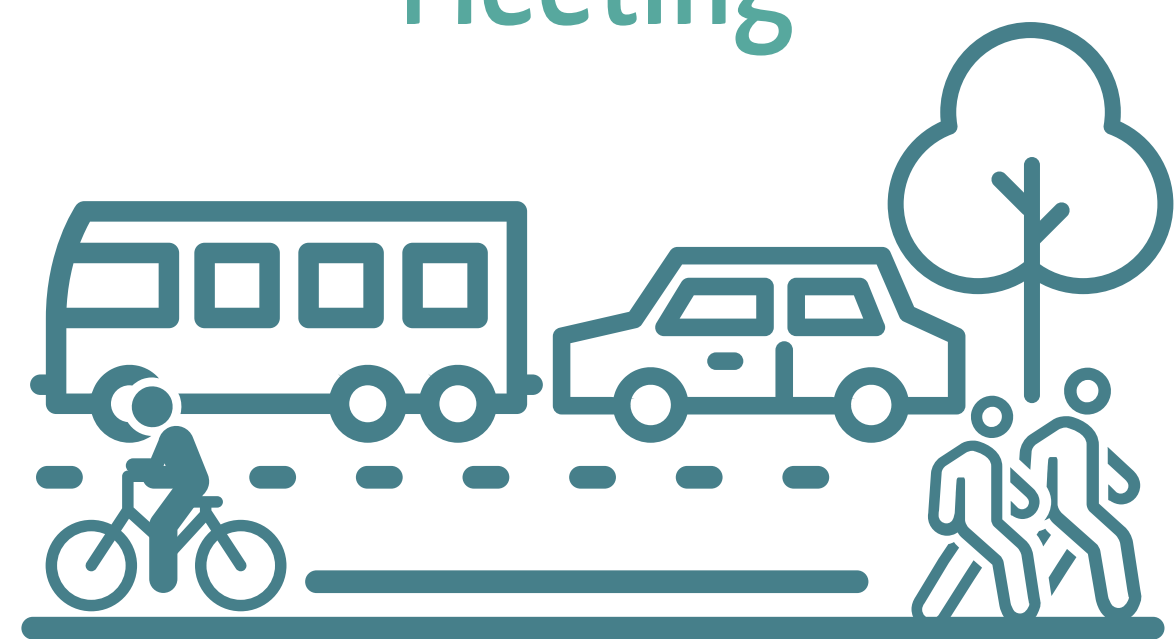
Online Survey

Corridor Outreach

Pop-in Meeting

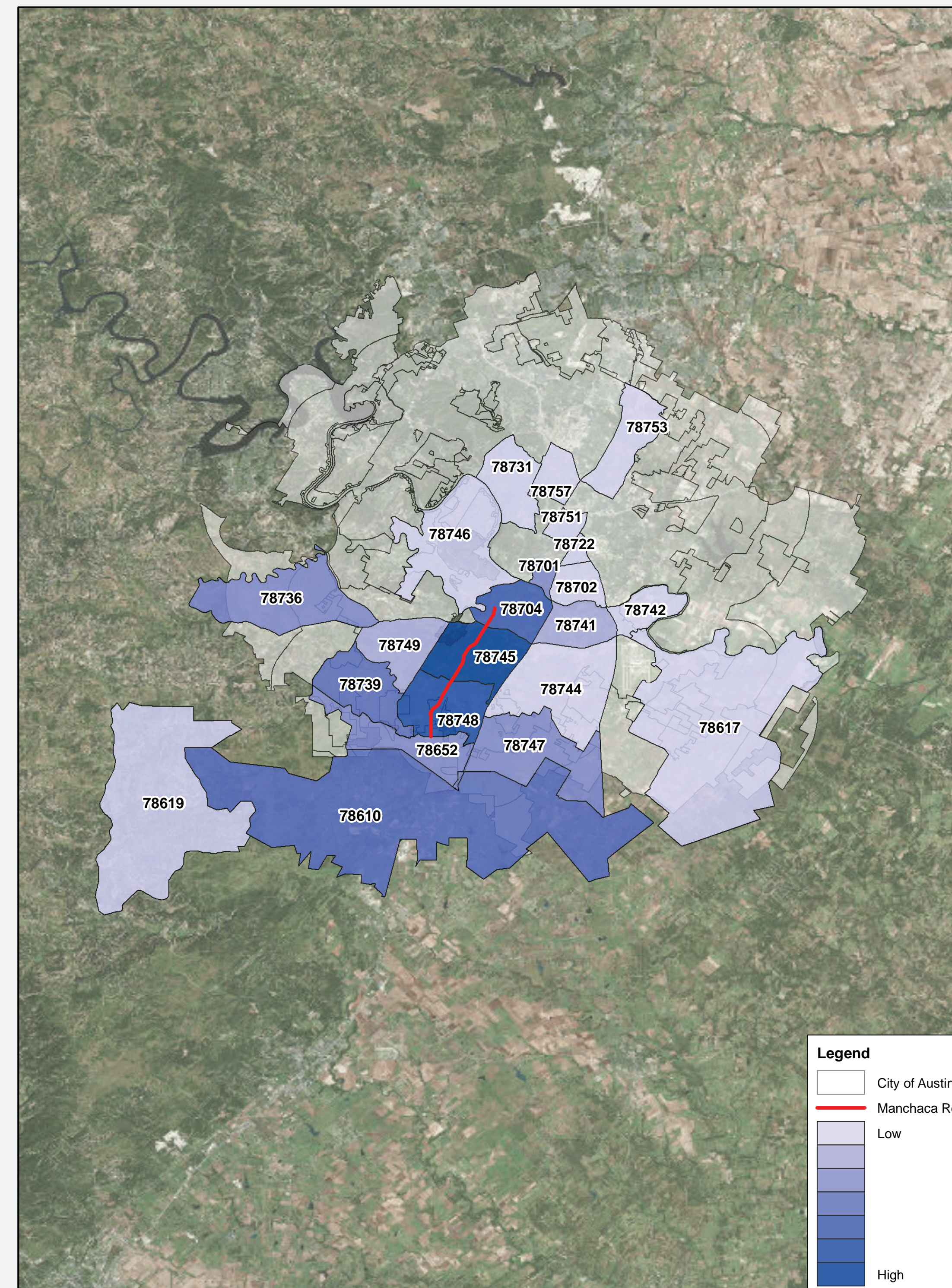
Public Involvement Meeting

Business Stakeholder Meeting



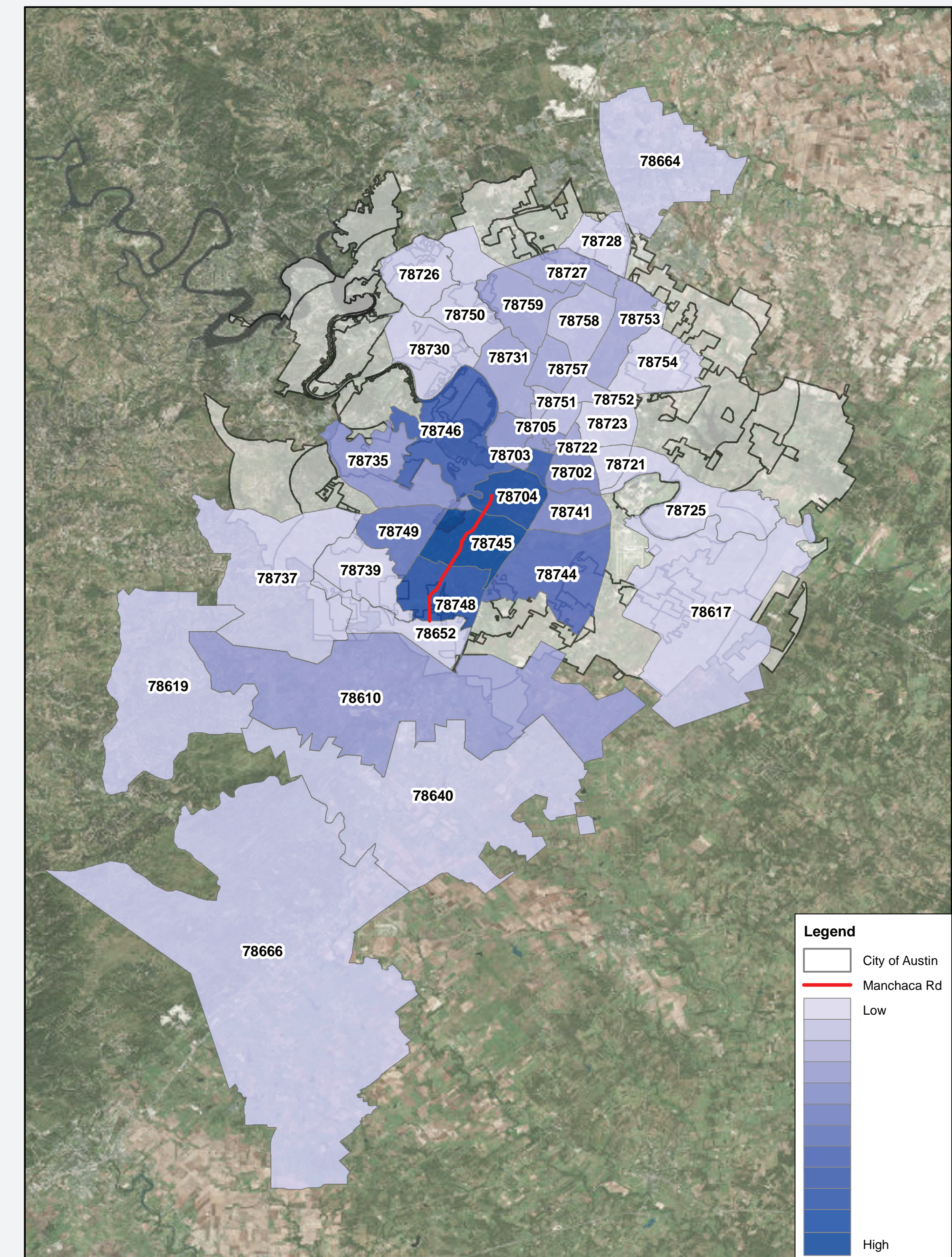
Who we heard from:

“In what ZIP code do you live?”



PUBLIC INPUT RECEIVED DECEMBER 2017

“In what ZIP code do you work or attend school?”



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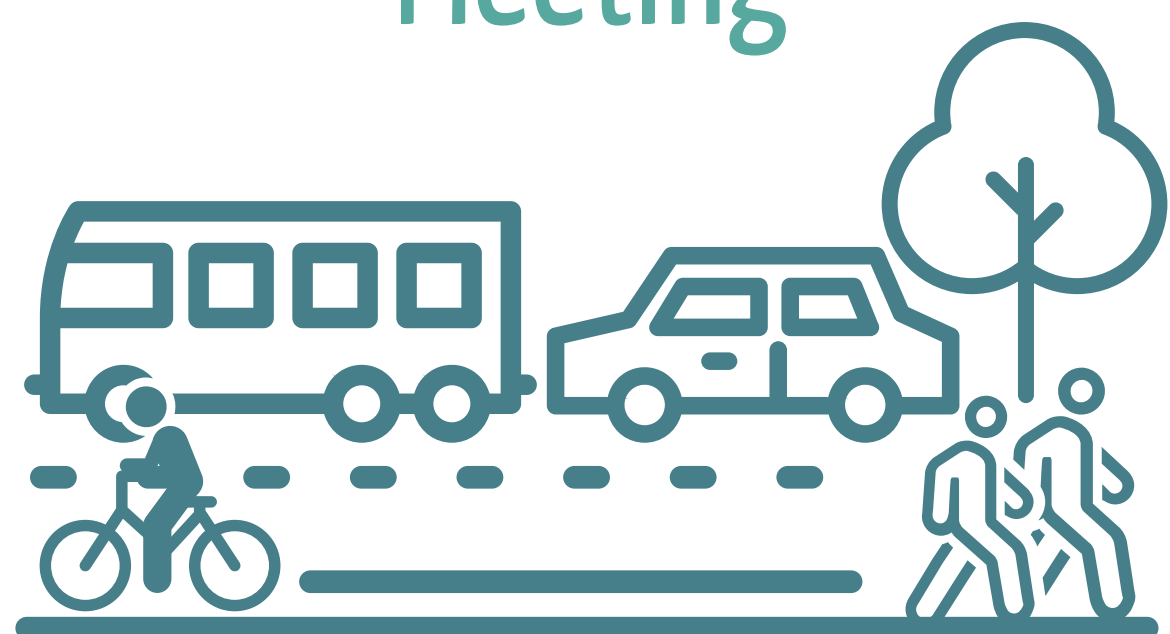
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What we heard:

WHAT ARE THE MOST IMPORTANT CONSIDERATIONS FOR THE CORRIDOR?

- » Managing Congestion
- » Accessibility to and from destinations / neighborhoods
- » Safer environment for walking

HOW DO YOU USE THIS CORRIDOR?

- » Live along Manchaca Road
- » Commute through Manchaca Road
- » Shop, eat, and/or use recreational facilities along Manchaca Road



DRIVING IMPROVEMENTS

- » Improved turning options
- » Improved signal timing
- » Safer intersections



BIKING IMPROVEMENTS

- » Separated, protected and/or wider bike lanes
- » Intersection and signal enhancements
- » Bike share opportunities

PUBLIC INPUT RECEIVED DECEMBER 2017

- 8,431** Postcard Mailings
- 5,611** People reached on Facebook
- 11,530** People reached on Nextdoor
- 581** Completed Surveys
- 140+** Businesses reached (Corridor Outreach)
- 50** Residents attended the Pop-in Meeting
- 50+** Residents attended the Public Open House
- 6** Businesses at the Stakeholder Meeting



TRANSIT IMPROVEMENTS

- » Area for buses to pull into
- » Improved pedestrian crossings near bus stops
- » Improved sidewalks surrounding bus stops



WALKING IMPROVEMENTS

- » Continuous sidewalks
- » Safer pedestrian crossings
- » Sidewalks with separation from traffic



MANCHACA ROAD CORRIDOR MOBILITY PLAN

Future Corridor Concepts

ZONE 1

Existing Street



Proposed Concept



ZONE 3

Existing Street



Short Term Concept



Long Term Concept



ZONE 4

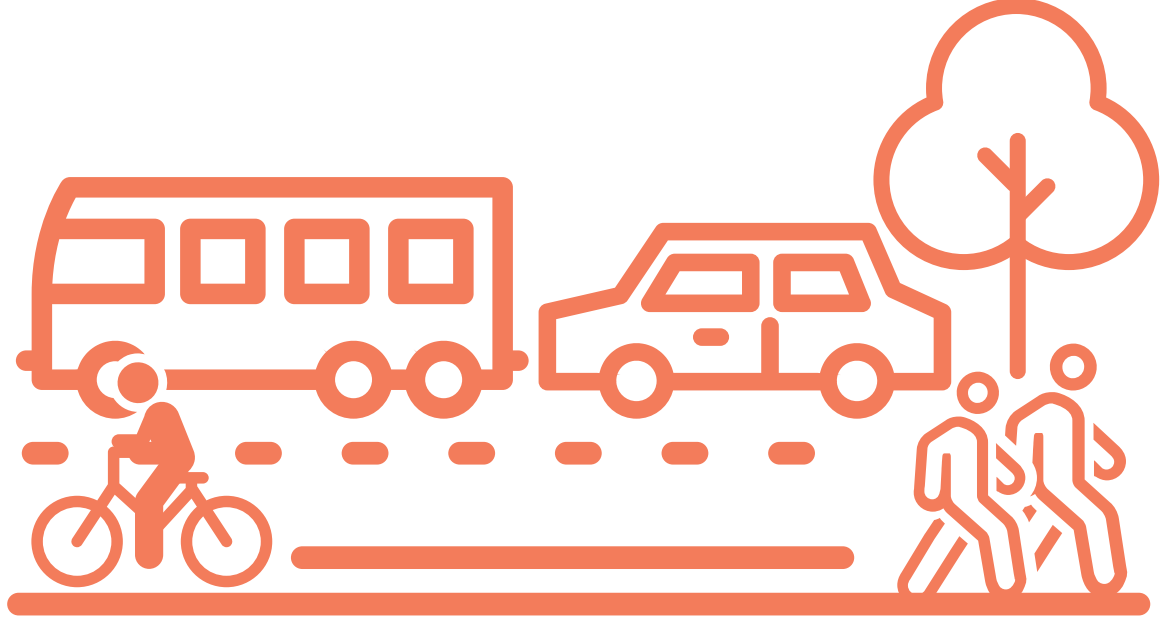
Existing Street



Short Term Concept



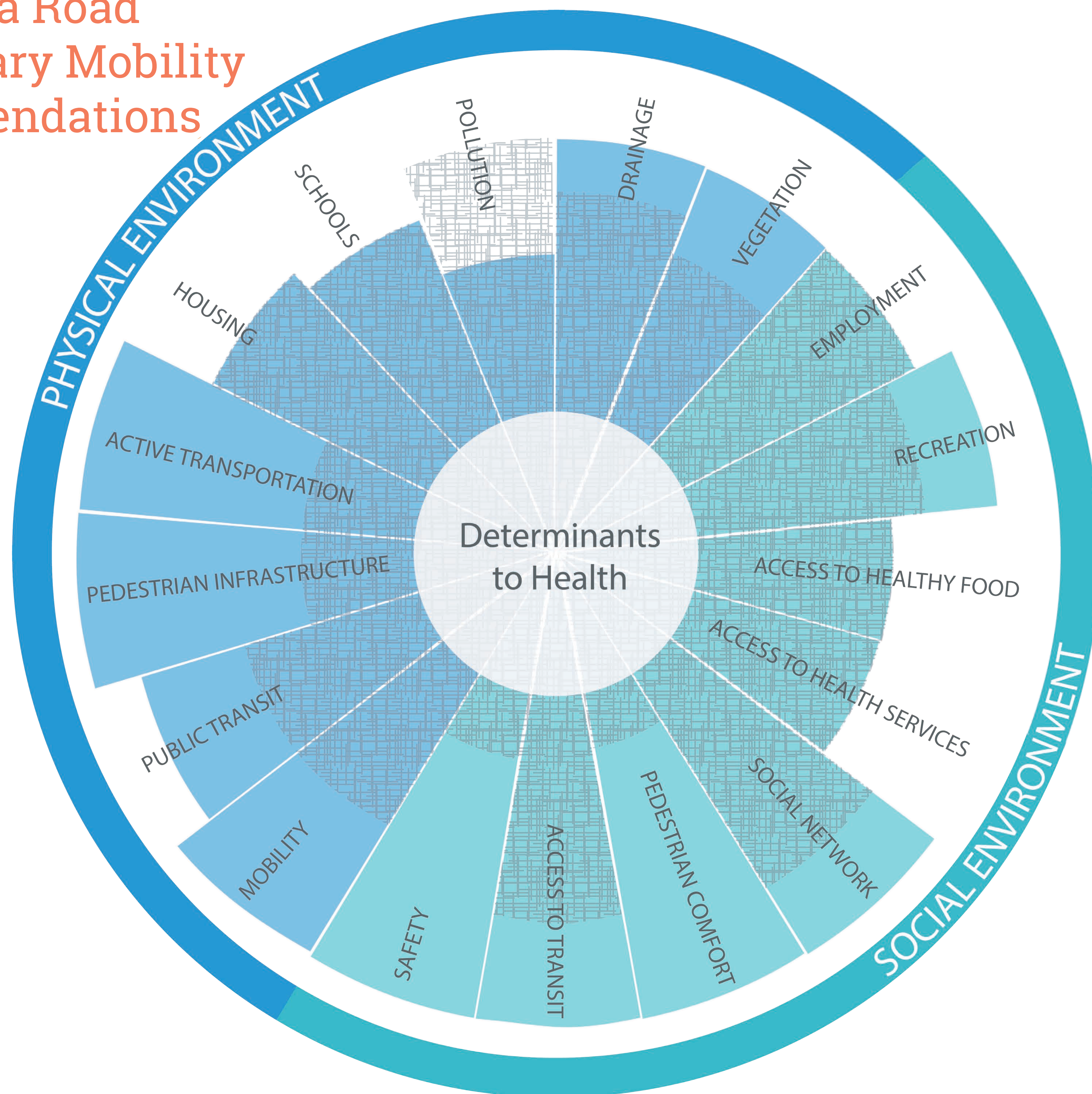
Long Term Concept



Concept not included for ZONE 2 since there is not much different between the existing and proposed typical section due to the tighter right-of-way. Concept not included for ZONE 5 as to not create confusion with the TxDOT project and its process.

MANCHACA ROAD CORRIDOR MOBILITY PLAN

Health Benefits due to Manchaca Road Preliminary Mobility Recommendations



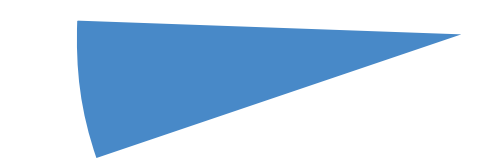
WHAT IS A HEALTH IMPACT ASSESSMENT (HIA)?

A tool used by decision makers to better understand the health implications of a project's proposed improvements on nearby populations.

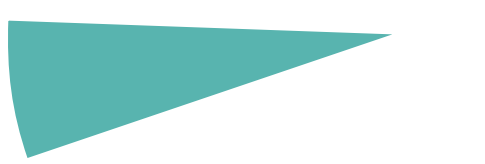
LEGEND

HEALTH IMPACT BEFORE RECOMMENDATIONS

HEALTH IMPACT AFTER RECOMMENDATIONS



Physical Environment



Social Environment